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Hongkong, 6th May, 1907. 30-1

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Only communications relating to the news columns should be addressed to the Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous communications that have already appeared in the paper will be inserted.

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The Daily Press.

HONGKONG, MAY 6TH, 1907.

One of the interesting books of the season is undoubtedly Dr. Frazer's "Adonis, Attis, and Osiris," treating of the old religions of Asia Minor, Syria, and Egypt, more especially in regard to their seed-time and harvest celebrations. Not the least interesting portions of the work are those referring to the modern survivals of the ancient rites still apparent in many of our modern popular customs, and the fact that many of our religious ideas and our most cherished rites can only find their full explanation in the elaborate ceremonies once practised in Asia Minor and Syria. The most widely spread of these are those connected with the death and resurrection of Adonis. Adonis the young and handsome, the beloved of Aphrodite, who was slain by the cruel dart of winter, but whom out of pity the Gods permitted to rise again on condition that he should spend the half of each year amongst the shades in Hades. Dr. Frazer quotes Burns's ballad of "John Barleycorn" as a modern instance of the survival of the old myth.

There were three kings into the east,
Three kings both great and high,
And they had sworn a solemn oath
John Barleycorn should die.

And on this primitive and transparent myth much of the religion of the world has been built up. Long ago the prophet Ezekiel denounced as an abomination in Jerusalem the weeping of the women for the dead Tammuz, only another form of Adonis, yet to the present day in various forms and in various religions the death of JOHN BARLEYCORN is the theme of many an annual celebration. The once popular All-Hallow-e'en, still kept up in the rural parts of Scotland and the

north of England, is a familiar example of how the outward signs of an ancient cult may survive long after it has ceased to convey any meaning to the crowd. A more northern development of the old myth is to be found in the beautiful Scandinavian myth of Baldur "the Beautiful." Baldur was the beloved of Gods and men, but apprehensive lest evil should befall him his mother had exacted an oath from all living things, animal or vegetable, that none should do him harm. Emboldened by his presumed immunity, Baldur presented himself in sport before the gods, and challenged them to shoot at him; but his mother in exacting the oath from all living things had omitted one as too insignificant:—she had forgotten the mistletoe. One of the gods, Loki, the evil minded, was jealous of Baldur's popularity, and meeting the blind Höd asked him how he alone was not present to do honour to Baldur. Höd replied that he was blind and lame, and could take no part in athletic exercises with the others, whereupon Loki promised to lend him a magic shaft with which he could shoot like the rest, and gave him the mistletoe. Höd in all innocence accepted it and joined the others; but when he threw the mistletoe it struck Baldur and pierced him through and through. The gods were struck speechless and wept; but who was to seek Baldur from Hel, and what ransom would that goddess require? Hermod, the active, responded to the call but was only half successful. Hel, indeed, agreed that if all creation were willing, Baldur should return, but Loki, disguising himself as an old witch refused, and Baldur could only, like Adonis, return to the upper world for a portion of the time. It is curious to find according to Ma-Twan-lin this myth cropping up amongst the Tughul Turks on the upper Jaxartes. Remusat without recognising the source of the myth translates thus his Chinese authority—*Ille dicentem que le fils de Dieu est mort à la septième lune, et que ses ossements ont été perdus. Chaque mois les personnes consacrées au culte, et ce mois la surtout, les autres habitants sans distinction, paraissent revêtus de robes de laine noire; ils vont pieds nus en se frappant la poitrine, poussant de grandes cries, versant des torrents de larmes. Trois cent cinq personnes, tant hommes que femmes, jettent des herbes et parcourent les champs en cherchant les os du fils de Dieu. Cette cérémonie cesse au bout de sept jours.*

But the story went even further, and in the oldest work of the Chinese, the Classic of Ballads, we find very similar rites performed at the same period of the year. As in the case of Remusat our more recent translators are equally unable to comprehend what the Chinese author places before them. This time we quote direct from the ballad, the first of those bearing the name of Pin. Now, however this title came to be applied to the collection forming the fifteenth book of the First Part, Pin was the original seat of the ancestors of the northern Chinese before entering China; and the language is markedly different from the rest of the books included in this part, and this may account for the difficulty the Chinese commentators have found with regard to the rendering. The first verse is, worth quoting:—

In the seventh moon the fire-star (Antares) passes (to the west).
In the ninth moon we get ready our (winter) garments.
On the first day at the sound of the horn (two meet);
On the second day we have our wailing,
Discharging our upper garments and substituting tattered clothes.
For the death of the year.
On the third day we take out our plough-shares.
On the fourth we level a platform.
And with our wives and families
Charge our feast to our south-lying fields.
That our souls may bear their increase, and all be gladdened.

Here we have all the essential parts of the rites of Adonis in the West, the lamentation for the death of the year, and the festival of his reviving. In the subsequent verses the Chinese poet speaks of the offerings of pigs, goats and lambs, here also in agreement with the old Syrian practice; and it is with reference to these offerings of living animals that Dr. Frazer makes his most noteworthy remarks. The worship of Adonis was practised by the old Semitic peoples of Syria and Babylonia, the true name of the deity was Tammuz, but in use it came to be reduced to Adonis, simply Lord. He is first heard of in Babylonia as the youthful lover of Ishtar, the great Mother Goddess and the embodiment of the great reproductive energies of nature. Every year Tammuz was supposed to die, passing away from the cheerful earth to the gloomy subterranean world, and every year his divine mistress journeyed in quest of him "to the land from which there is no returning, to the house of darkness, where dust lies on

door and bolt." During her absence the passion of love ceased to operate: men and beasts alike forgot to reproduce their kinds: all life was threatened with extinction. The dirges, he adds, were seemingly chanted over an effigy of the dead god, which was "washed" with pure water, anointed with oil, and clad in a red robe, while the fumes of incense ascended into the air, as if to stir his dormant senses by their pungent fragrance, and wake him from the sleep of death. Such, according to Dr. Frazer, forms the groundwork of the chief Semitic religions, and one of the chief features of all these is that to procure remission of the otherwise inevitable fate there must be shedding of blood—at first the most precious blood attainable;—and the long story of the rites was one from cruel and bloody human sacrifices through intermediary offerings of animals to milder sacrifices often merely typical. "If," he says, "the custom of putting a king or his son to death in the character of a god have left small traces of itself in Cyprus, an island where the fierce zeal of Semitic religion was early tempered by Greek humanity, the vestiges of that gloomy rite are clearer in Phœnicia itself and in the Phœnician colonies which lay more remote from the highways of Greek commerce."

Still these traces are to be everywhere found at the bottom of these celebrations, and we have a most interesting account of the various substitutes, and the increasing mildness of the rites as they permeated from Semitic sources into the milder dis-positioned races, principally of Aryan and cognate stocks. The interrupted burning of Cressus is one of the most interesting of these stories, which, however, are traced into Egypt and Oriental lands as well as amongst the Greeks and Romans. The story is too long to follow in its entirety, but the volume itself is well worth perusal, from the unexpected light it throws on many of our modern customs in religion as well as in our ordinary social life.

The 16th plague fatality was recorded on Saturday.

Mr. C. F. W. Bowen-Rolands has been made a justice of the peace.

The King's exequatur empowering Mr. D. S. Pereira to be Consul-General for Peru at Hongkong has received his Majesty's signature.

Major T. P. Jones, R.A.M.C., has been appointed a member of the Sanitary Board during the absence on leave of Lieut. Col. J. M. Reid, R.A.M.C.

On February 28th the Colony's liabilities amounted to \$517,899.44, while the total assets were \$1,444,349.34, the balance of assets over liabilities being \$926,450.

Mr. W. A. Crane, Assistant Government Marine Surveyor, has been appointed to act as Government Marine Surveyor during the absence on leave of Mr. J. Macdonald.

Receipts into the Treasury between January 1st and February 28th amount to \$1,344,390.98, while the payments out were \$1,917,477.03. The balance on the debit side is therefore \$573,086.05.

H.E. the Officer Administering the Government has been pleased to appoint Mr. E. Jones, first boarding officer, to act as assistant harbour master during the absence on leave of Lieut. C. W. Berkeith, R.N.

A promenade Concert is announced for next Saturday evening on the Volunteer Parade Ground, in aid of the Union Church New Organ Fund. The reader is referred to the advertisement on page 4 for further information.

His Excellency the Officer Administering the Government has, with the advice of the Executive Council, been pleased to appoint Mr. C. McI. Messer to be a director of the Widows and Orphans' Pension Fund during the time he holds the office of Colonial Treasurer.

Returns of the average amount of bank notes in circulation and of specie in Reserve in Hongkong, during the month ended 30th April, 1907, as certified by the managers of the respective banks, are as under:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,393,086	2,300,000
Hongkong and Shanghai Banking Corporation.	11,935,840	8,500,000
National Bank of China, Ltd.	292,928	100,000
Total.	15,591,854	10,900,000

A touching instance of a husband's sacrifice in order to save his wife from certain death is recorded from Philadelphia. A lady named Mrs. Anderson had been slowly dying from anæmia. After consultation with the doctors her husband decided to yield as much of his own blood as would be necessary to save her life. Accordingly Mr. and Mrs. Anderson were placed side by side on an operation table, a slit was made in an artery in the husband's arm, a tube was inserted and attached to a pipe connected with a tube in the lady's arm. The physicians began to pump blood from the husband's body into that of his wife, and ceased only after no less than two quarts had been thus transferred. Mr. Anderson was rendered very weak by the loss of such a great quantity of blood, but the doctors have just announced that, as the result of husband's sacrifice, the lady will recover.

Flora Miller, of Kokomo, Indiana, has filed a suit for divorce because her husband is such a bad poker player and yet a persistent gambler. In consequence he loses all the money which should go to household expenses. Here, in official language, is a paragraph from the divorce petition:—"The defendant was an inveterate but unsuccessful gambler. He was not possessed of sufficient judgment to estimate the commercial value of a pair of deuces, and he had been known to hazard heavily and persistently on an ace full when he had notified that his adversary was in open, notorious, and undisputed possession of two pairs of queens."

The Manchester Dispatch says:—We are to have more than one member of the Imperial families of Japan with us this spring. After Prince Fushimi follows his Imperial Highness Prince Kuni, who is proceeding hitherwards from Japan in April. Up to the present prince of the Japanese blood royal have invariably patronised foreign liners when journeying to Europe. Prince Kuni, however, from a desire to encourage the ship-owning portion of his countrymen, has decided to come over here in one of the Nippon Yusen Kaisha boats. Like his brother Royalty Prince Fushimi, Prince Kuni is an army man, and is a member of the staff of General Kuroki.

"I've married nearly 20,000 people, and I've learned from the lesson that marriage is a failure." That is the experience of the New York "Marrying Parson," the Rev. Franz Schneider, who has just died at his house at Castel, on the Rhine. Mr. Schneider went to America from Germany thirty-eight years ago, and in the German quarter of New York found it to his advantage to encourage the marriage habit. He had a house always decorated for marriage festivities though by artificial grass trees standing in his hall seemed an old sort of symbol. It was a poor day that did not bring him two couples at least to be married. His rule was never to accept a fee of less than twelve shillings, and many fees were much larger. After marrying some 20,000 persons he was able to return to Germany with a comfortable fortune. Curiously enough his advice, if his counsel was sought in an unprejudiced way, seems to have been like Punch's, "Don't!"

As is commonly known, a good deal of business has been done in the past in insuring the lives of notable people. Vast sums changed hands over the death of Queen Victoria, for example; people who had never seen her realising upon long-held policies at her death. It seems hardly a nice way of making money, and not much sympathy can be bestowed upon the man who breaks himself over a speculation of the sort. One such was the man who insured the life of the late Sir John Arnott. The latter suffered losses in 1872 amounting to upwards of a quarter of a million. He was over sixty at the time, and a speculator reasoned that this blow might appreciably shorten the days of Sir John. So he effected an insurance for a big sum at a very high figure. But Sir John flourished more and more. The wretched policyholder paid his premiums until they ruined him. Then he sold out to a syndicate, who paid in premiums twice the sum assured. The baronet lived for twenty-six years after the policy was taken out, and was a gold mine to the company which had made the bargain.

One of the prettiest old houses in Grafton-street (No. 21) has just been taken over by a company for the purpose of holding art exhibitions, &c., in connection with the new weekly paper Collecting. The first exhibition, which is now open, consists of a large and rather remarkable series of sporting pictures, drawings, prints, and books. Although most of the pictures do not reach a high level of art, there is always a quaint attractiveness about the productions of Femeley, Sartorius, H. Alken, and their like; and this gallery is well furnished with them. The remarkable talent of Rowlandson, an artist who combined great delicacy of hand with the coarsest humour of his time, may be studied in many water colours, and in a still larger number of prints; and in his case, as in that of some others, the works shown are not entirely of the "sporting" class. For instance, the drawing of "French Prisoners on Parade at Bodin" (244) shows that he was quite at home in dealing with any subject which was susceptible of a humorous turn. Many of the prints are rare, if not unique; and the books are fair samples of what is in itself an immense literature. They are chiefly the productions of the first half of the 19th century—the age of John Mytton and "Mr. Jerrocks."

THE DEVONIAN'S DINNER.

The Devonian Society of Hongkong held its eleventh annual dinner on Saturday evening at the Hongkong Hotel and the function passed off with its customary success. Mr. A. Shelton Hooper presided and Mr. Mowbray S. Northcote, the hon. secretary occupied the vice chair. The time-honoured junket, and apple dumplings with cream had their place in the menu while cider and ale-gin were included in the wine list. The toast of "Devon, our County" was felicitously submitted after the usual loyal toast, by the President, and Dr. J. Herbert Sanders responded. The only other toast was that of "The Ladies" proposed by Mr. H. E. Pollock K.C., and acknowledged by Lieut. R. M. Croose, the remainder of the evening being devoted to "reminiscence" and song. Mr. Shelton Hooper, was re-elected president, and Mr. Northcote hon. secretary, and in the course of the evening the President made feeling reference to the death of the late president of the Society, Mr. E. W. Mitchell.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL REVIEW.

LONDON, May 5th.

The naval review at Portsmouth was a great success.

THE TURE.

LONDON, May 5th.

The race for the One Thousand Guineas was won by Witchely [Elma disqualified?]. Frugality was second, and Sixty third.

[REUTER'S SERVICE.]

THE COLONIAL PREMIERS IN LONDON.

LONDON, May 2nd.

Preference was the text of the speeches of the Premiers at a banquet given in their honour by the London Chamber of Commerce. Sir Wilfred Laurier said it would not affect the loyalty of Canada one iota if Great Britain did not grant preference. He urged that the establishment of an all-British route to the Far East via Canada is a substantial and uncontroversial form of preference.

THE SOUTH AFRICAN ASIATIC ORDINANCE.

LONDON, May 2nd.

The Imperial Government has declined to disallow the Asiatic Ordinance of South Africa.

JAPANESE VISIT TO BRITISH COLUMBIA.

LONDON, May 2nd.

The Japanese visitors to the Jamestown Exhibition have arrived in British Columbia, and have been cordially received.

THE RUSSO-JAPANESE COMMERCIAL TREATY.

LONDON, May 2nd.

Reuter's correspondent in St. Petersburg wires that the Plenipotentiaries have agreed to the text of the Commercial Treaty, and also to a protocol and diplomatic notes in reference to mutual special concessions. The formal signatures will follow shortly.

GERMANY.

LONDON, May 3rd.

The Budget Committee of the Reichstag has passed the vote for the troops in China, the Government stating that the contingent had not yet concluded its task.

PRINCE FUSHIMI'S VISIT TO ENGLAND.

LONDON, May 3rd.

The review at Aldershot, in honour of Prince Fushimi will take place on the 9th inst. General Sir John French will be in command of 20,000 men, including a Brigade of the Household Cavalry, and six Battalions of Foot Guards. The troops will be paraded according to Mr. Haldane's new organisation scheme. The King, the Prince and Princess of Wales, and the Duke of Connaught will be present.

RESULT OF THE ONE THOUSAND GUINEAS.

LONDON, May 3rd.

- 1 Elma
- 2 Frugality
- 3 Sixty

THE COLONIAL CONFERENCE.

LONDON, May 3rd.

At the Colonial Conference yesterday, Mr. Mackay replying to Mr. Asquith on behalf of India, argued in favour of free trade, dwelling on the advantageous position of India and the rapid growth of exports under the existing fiscal system the risk of damage by retaliation was not imaginary. Mr. Asquith said that the Imperial Government could not accept an infringement of free trade, but it was ready to co-operate in other methods, for improving inter-Imperial trade, such as better steamer services, the increase of Commercial Agents in the Colonies, removing or reducing the Suez Canal dues, and communication with Australia via Canada.

The State puts up certain shutters on Sunday, and the Church opens certain doors. The contention of the specialists seems to be that too few shutters are put up, and that not enough of us enter these open doors.

A woman's strength lies in her tears. She can obtain all that man can bestow upon her by crying for it. Her tears are her tyrannies. A man's tears are his weakness. The pleasure of gaining his ends by a little weeping is denied him.

Original thought is a prize to be striven for and coaxed into being. Originality is one of the most precious of faculties and is the distinguishing mark of the leaders all the world over, whether they be leaders in thought or in politics, in business or in invention.

LOCAL SPORT.

LUSITANO ATHLETIC SPORTS.

As previously predicted, the Lusitano Club Sports, which were held at the race course at Happy Valley on Saturday, were a great success. The weather was all that could be desired, the racing was good, the entries were numerous, and the Calcutta String band enlivened the proceedings with musical selections during the afternoon. H.E. the Officer Administering the Government, and Mrs. May were in attendance. The officials are:—

Committee:—Mr. N. H. Alves, Mr. A. V. Barros, Mr. A. A. Lopes, Mr. E. J. Noronha, Mr. L. A. Osoz, Mr. P. M. Remedios, Mr. J. O. Remedios, Mr. F. A. V. Ribeiro, Mr. H. H. V. Remedios, Mr. A. J. V. Ribeiro, Mr. J. C. V. Ribeiro, Mr. I. Rocha, Mr. P. da Rosa and Mr. J. T. Silva.

President:—Mr. J. A. S. Alves.
Hon. Secretary:—Mr. A. G. da Rocha.
Hon. Treasurer:—Mr. C. M. C. V. Ribeiro.
Judges:—Mr. J. A. S. Alves, Mr. F. X. Botelho, Mr. Leo. D'Almeida e Castro, Mr. B. M. Cunha, Mr. A. F. Osmond, and Mr. M. E. da Silva.

Referee:—Mr. J. D. Osmond.
Handicappers:—Messrs. A. E. S. Alves, C. M. S. Alves, J. C. Barreto, J. M. V. Remedios, C. M. C. V. Ribeiro, A. G. da Rocha, and J. M. Victor.

Starters:—Messrs. A. E. S. Alves and J. M. V. Remedios.
Time Keeper:—Mr. C. M. S. Alves.
Clerk of the Course:—Mr. J. M. Britto.

The various events resulted as under:—
60 Yards Flat Race (Handicap)—Open to boys under 8 years. Post entries. First prize presented by Messrs. Vieira & Co.; second prize presented by Mr. J. M. da Rocha.

Fred Ribeiro 1
A. Cruz 2

220 Yards Flat Race—"Scratch"—(Championship of the Colony)—Open to all comers. Post entries. First and second prizes presented by Lusitano Football Club.

H. L. Garrett 1
L. J. Wishart 2

Time: 25 sec.

230 Yards Flat Race (Handicap)—Open to School boys of all ages. First prize presented by Mr. A. M. Baptista; second prize presented by Mr. J. C. Barreto.

J. M. Braga (50 yards) 1
E. M. Castro (25 yards) 2

Time: 23 4/5 sec.

120 Yards Flat Race (3 yards) 1
L. A. Osoz (1 yard) 2

Time: 12 1/2 sec.

120 Yards—Confined to Sailors of Portuguese gunboat *Rio Lima*. First and second prizes presented.

José Pereira Nunes 1
Dead Heat for second place run off and won by

Patricio Antonio dos Santos 2

60 Yards Flat Race (Handicap)—Open to girls under 8 years. Post entries. First and second prizes presented by Messrs. J. C. dos Remedios & Co.

Bertha Noronha 1
Gertrude Pina 2
Aurea Xavier 3

Prize for the tiniest girl: Ethel Armstrong. 320 Yards Flat Race (Handicap)—Open to Adults. First prize presented by Messrs. L. M. Alves & Co.; second prize presented by Messrs. Noronha & Co.

J. M. Roza Pereira 1
F. H. Hyndman 2

Time: 25 sec.

440 Yards Flat Race (Handicap) (Open to School boys of all ages. First prize presented by Mr. L. J. Xavier; second prize presented by Mr. B. M. Vieira.

E. M. Castro (60 yards) 1
J. F. Castro (scratch) 2

Time: 56 1/2 sec.

120 Yards Flat Race (Handicap)—Open to girls from 8 to 12 years. Post entries. First prize presented by Messrs. Soares & Co.; second prize presented by Mr. F. F. Ega da Silva.

G. Remedios 1
G. Pina 2

Half Mile Flat Race—"Scratch"—Open to European Sailors Soldiers and Police. Post entries. First and second prizes presented

Gr. Clegg 1
Gr. Andrews 2

Time: 2 min. 13 2/5 sec.

440 Yards Flat Race (Handicap)—Open to Adults. First prize presented by Messrs. Cruz, Easto & Co.; second prize presented by Mr. B. J. Botelho.

N. H. Alves 1
D. E. Carralho 2

Time: 2 min. 20 sec.

Tag-of-War—Sailors of Portuguese gunboat *Rio Lima* v. Portuguese Civilians Ten a Side, to be pulled over 15 feet. Best of three pulls. No falls or spikes allowed. No sitting down. No hole to be dug in the ground before pulling. One prize.

This event ended in an easy win for the civilian team.

Team Race—(220 yards)—(teams of four). First and second prizes presented.

The members of the winning team were A. J. V. Ribeiro, A. V. Barros, F. T. da Rosa and L. G. Cordeiro, while those composing the team which ran second were L. A. Osoz, J. M. C. Lopes, A. A. da az and H. H. Remedios.

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SCIENTIFIC MISCELLANY.

BURYING A RIVER UNDER A CITY—THE GREATEST BROADSIDE—THE WEATHER IN HISTORY—THE COMING MEDICINE—A POISON OF ICE CREAM—SCIENCE AT ALL HOURS—SENSES NOT LOCALIZED—GAS MANTLE CHEMISTRY—REINFORCED TUBES.

A unique piece of engineering, now in progress at Newcastle-on-Tyne, includes a novel application of ferro-concrete. The rapidly growing suburb of Heston is separated by a valley from 3.0 to 1.10 feet wide and 120 feet deep, at the bottom of which runs the Ouseburn River, and after rejecting various plans for improving communication, the engineers have decided to fill up the valley. A parabolic ferro-concrete culvert for the stream, 32 feet wide by 25 feet high and nearly half a mile long, will be covered by filling about 100 feet deep. The steel framework of the culvert, with a total weight of 850 tons, consists of bars from 5/16 to 1 1/2 inches in diameter, having a maximum separation of 12 inches, and the ferro-concrete at the crown is only 8 inches thick. With the steel strengthening, it is calculated that this thickness is ample to support the enormous weight, which will include buildings on the made land.

In the simultaneous discharge of eight of the ten 12-inch guns of the *Oceangoer*, a shock was given the vessel of 400,000 tons, more than double that of any broadside ever before fired. The vessel of 15,500 tons skidded sideways several yards, listing many degrees. The guns, are 53 feet long, and each shell of 550 pounds is discharged by 255 pounds of cordite, with a muzzle velocity of 2,000 miles an hour. It is calculated that if the eight guns could be combined in one and fired at height of the atmosphere, the shell would travel around the earth for ever as a miniature satellite.

More than 100 instances of the importance of fluence on history of weather in war-time have been collected by Richard Bentley, of the Royal Meteorological Society. Wind, fog, rain, snow, hail, thunderstorms, heat and cold have all materially affected invasions, battles, retreats and other operations.

Recent tests of "electrolytic medication" suggest to French enthusiasts a revolution in medical practice. It solves the problem of bringing curative substances into contact with the affected part only, and thus it is possible to treat the liver—for instance—without introducing powerful drugs into the stomach, with risk of injury to nerves, heart, and the rest of the body. The new method depends upon the fact that elements of a decomposed solution pass to the electric poles. For example, a sponge saturated with iodine of potassium may be applied to each side of the body, and the electric current will cause the potassium to penetrate the tissues at the positive pole and the iodine at the negative. It is found to be easy to excite at will either local action on the skin or action throughout the organism. Dr. Stéphane Leduc has locally introduced acetic acid in this way, and has thus cured the douloureux of the face after several surgical operations had failed. Even more remarkable was the case of a young soldier discharged from a military hospital with a hand maimed useless by a burn. The scar was treated electrolytically, the hand being placed in a bath of sodium chloride serving as cathode, and two sittings of thirty minutes each effected a complete cure.

Considerable lead has been found in the ice cream, fruit ices, etc., sold in London. The receptacles used in freezing are lined with an alloy of lead and tin, and this not only dissolves in the ice cream but particles are rubbed off in turning the freezer. An Italian chemist, proving the presence of these metals with copper, concludes that lead poisoning accounts for much of the digestive troubles of the ice cream season.

Not least among the educational advantages of both Berlin and Vienna is a so-called Ura lecture theater, where lectures are being given constantly—not weekly or occasionally but several times a day—on a great variety of subjects. Sir Wm. Ramsay and others are seeking to establish a similar means of popularizing science in London.

A long established belief, now seriously questioned if not disproven, is that the various senses have each a special center in the brain. Nearly half a century ago Broca decided that the faculty of articulate speech is localized in the foot of the third cerebral convolution on the brain's left side, and it has been understood that removal of this part of the brain would cause loss of speech or that the brain of a person attacked by aphasia would show a lesion in this place. A late investigation by Dr. Pierre Marie, of Paris, does not confirm this theory.

More than forty autopsies of aphasic subjects have shown no case in which this part of the brain has been attacked, but an extensive cerebral hemorrhage has been noted in most cases. Further, this loss of speech is usually attended by a diminution of the general intelligence, indicating that speech cannot be assigned to any special part.

The incandescence of gas mantles has been given a curious explanation. The oxide of cerium added to the oxide of thorium is less than one per cent., and it has been worked out that the incandescence is due to an oscillatory oxidation, produced millions of times every second. The oxidized cerium, we are told, combines with the thorium, decomposition follows, then reoxidation and combination, and so on.

A piece of felt, interposed between the air-chamber and the envelope, is a French solution of the tire-puncture problem that seems to have given good results. The felt is about half an inch thick, its width depending on the size of the tire, and it is held in place by the outer envelope at its edge and cemented to the inner surface of the protecting band. It soon adjusts itself to the shape of the tire. Before a nail or other sharp point the felt tends to give way instead of being penetrated, and the resistance usually prevents puncture, though not invariably.

THE IMPEACHMENT OF TANG SHAO-YI.

The Shanghai correspondent of the *Times* writes on Feb. 20th:—The recent impeachment of Tang Shao-yi by reactionary officials, and the consequent suspension of the Imperial Edicts ensuring him "for self sufficiency and the employment of unsuitable persons," are matters of much wider interest and importance than usually attach to such events in the Chinese political world. For Tang Shao-yi is recognized by his countrymen as representing something more than the progressive tendencies which, in his official capacity, have concentrated upon him the open enmity of the literati. He is first and foremost, a man of letters, the assured holder of his energetic and capable fellow provincials, and, as such, an object of attack by the Hunanese party at the capital. A staunch advocate of modern education and administrative reform, he is, at the same time, an avowed supporter of the policy of China for the Chinese, and therefore usually in conflict with one or more of the Legations. Finally, as the chief home minister and adviser of the Viceroy Yuan, he stands in public opinion at the head of the party for the Chinese, as opposed to Manchurian influences in public affairs. When we remember that the career of the highest officials in China is still made or marred by a stroke of the Vermilion Pencil, and reflect in what unflinching depths of Oriental intrigue, plot, and passion that Pencil is dipped, the recent Edicts (which paradoxically repudiate the solemn promise of administrative reform made by the Throne a few weeks before) case to be matter for astonishment. In a land where the expediency of a person or the hatred of a group can turn the wheel of Government faster than all the activities of a Viceroy, the wonder is rather that an official like Tang Shao-yi, the advocate of principles contrary to all orthodox Mandarin methods, should have risen to such high place. That he has done so proves, I think, that the Court recognizes in the forces which he represents a power to be reckoned with and if possible, conciliated. His patriotism, as shown in dealings with foreigners, has undoubtedly stood him in good stead even with his enemies, his attitude in the Manchurian negotiations, the Customs affair, and in regard to railway concessions appealing strongly to public opinion. That the powerful reactionary forces lately brought to bear against him have failed to procure his summary dismissal from office is a hopeful sign of wisdom in high places, indicating that courage and intelligence are not without their value even at Peking.

The events which led up to the recent Edicts are of peculiar interest. It must be remembered that Tang Shao-yi has been prominently identified with the several progressive measures which startled the literati after the return of Duke Tsai Tsai's travelling commission—the abolition of opium-smoking, the granting of official degrees for "Western learning" students, and the administrative reforms, intended to pave the way for a Constitution, promulgated in the November Edicts. It was inevitable that each and all of these measures should evoke the hostility of those whose views or vested interests were threatened, and in the September conference at the Palace there were matters of the coming storm. It is, however, significant of the inner workings of a central government that the actual attack on Tang Shao-yi was directed, not against any of the general principles advocated by the progressive party, but against a specific case in which those principles were consistently applied—viz., the appointment of Shih Chao-chi, a specially qualified official, educated in America, to a Junior Councilship in the Board of Communications. Here was a definite issue, which every Metropolitan and provincial official could appreciate, a direct appeal upon the time-honored order of opportunities for the classical scholar, of nepotism and "squeeze." The Edicts of November had proclaimed that in future the Ministers of the reorganized Boards were to select as their subordinate officials men specially qualified and trained for the posts; the Ministers "must realize their duty and not fear to evoke hostility," the object of the reform being "to define responsibility and to abolish corruption." But Edicts are not

taken so seriously by Chinese officials as by the application. The Throne's benevolent intention in this case was regarded by the Boards as a politic move to conciliate the most laudable, but quite impracticable, sentiments of the progressives. But the appointment of Shih Chao-chi, a Cornell graduate, to a responsible post in the Board of Communications was too literal an interpretation of the Throne's commands. The fact that this newly-established Board has charge of all navigation, railway, telegraph, and postal matters might appear to justify Tang Shao-yi's decision to engage men trained in these branches of the public service, and in the case of Shih Chao-chi he certainly selected the best man obtainable, of Tatal rank, specially fitted by practical experience in railway work. Nevertheless the storm broke; all the powers of Celestial officialdom raged and stormed, and the Throne, recognizing the situation, performed one of its accustomed *voteface*, removed Shih Chao-chi from the Board of Communications, and severely censured Chang Po-hai and Tang Shao-yi, its President and Vice-President, which act of reparation is accepted by the flattered devotees of the capital to mean that classical scholars of the orthodox type will continue to be eligible for technical posts without special education or training.

The published memorial denouncing Tang Shao-yi—the name of Ma Chai-chang, a Hailuo and "Expositor of Literature to H.M. the Emperor," but it is known to have been inspired by the Grand Councillor Chih Hui-chi, a prominent leader of the Hunanese party. It is a frank exposition of the conservative attitude, of their hostility to modern education and to the Cantonese, combining bitter personal invective with a professed solicitude for the welfare of the State. It raises all questions of the fitness of Shih Chao-chi for his post, and makes no reference to the reform Edict which justified, but denounces Tang Shao-yi for advancing men of his own clique and family (Shih's wife is the daughter of a distant relative of Tang Shao-yi). An indication of the Throne's difficult position may be gathered from the fact that the Edicts of censure neither afford Tang Shao-yi the customary opportunity of memorializing in his own defence nor order any inquiry into his alleged offences. On the other hand, he is "treated with leniency," and allowed to retain office in the Waiwu and Board of Communications.

Prior to the memorial of Ma Chai-chang, Tang Shao-yi had been denounced at an Imperial audience by Liang Ting-fun, an emissary of the Viceroy Chang Chih-ung, whose support of the reactionary movement took the form of antagonism to the foreign education movement and vigorous support of Confucian learning, with results that have been recorded in recent edicts, raising the sage to the highest rank in the national Pantheon, and subordinating Western learning to the classics in the national schools. The co-operation of Chih Chih-ung, with Chih Hui-chi, the one animated by motives of simple conservatism, the other by hatred of the Cantonese, and their combined attack on Tang Shao-yi, date from the Manchurian case, recent events have not given them a long sought opportunity. In that case, as the result of Tang Shao-yi's negotiations with the British and French Legations, Yu Chao-kang, Provincial Judge of Kiangsi, was cashiered. Yu is a Hunanese, the protégé of Chang Chih-ung and Chih Hui-chi, who, failing to prevent his disgrace, were in consequence deeply chagrined ("lost much face"). Such are the complicated wheels within wheels of Chinese politics, a game wherein the individual interests and sympathies of the personal equation are of more weight than all the destinies of the people.

For the moment there is a lull, but it may safely be predicted that the Conservatives, encouraged by success, will not rest here. The situation is full of interest, both in the north, where the Viceroy Yuan's troops are restless at their transfer from his control to that of the Board of War, and in the south, where students and Press may be expected to renew their agitation for administrative reforms. That Tang Shao-yi's action precipitated the crisis is undeniable, the courage of his convictions and the man's natural optimism ignoring the silent forces of tradition and prejudice that work in and around the Forbidden City. As for the European in China, he is but a spectator of this elabouring of systems; his interests are affected, but they concern not conflicting forces, neither of which desires his sympathy or his help. Both, in fact, on different lines, make "China for the Chinese" the chief plank in their platform. Nevertheless, looking at the problem in the broad light of civilization as we understand it, our sympathies are for the side of the party which Tang Shao-yi represents, since it makes for knowledge and movement, and the substitution of national life for stagnation and decay.

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Terms for Advertising (Cantonese text) can be obtained at the Office, 131, Des Voeux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

CLEANSE YOUR BLOOD WITH GRIMAUD & CO'S SARSAPARILLA



The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUD & CO, 4, rue Vivienne, PARIS.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 792 feet.
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 344

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 84
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 364
Width of Entrance on Top... 46
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000 TONS. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1175

BENGER'S FOOD

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

True Economy.

It is true Economy to use Van Houten's Cocoa. No other cocoa goes so far, No other cocoa is so delicious.

"A perfect beverage, combining Strength, Purity, and Solubility."—Medical Annual.
"Refreshes and fortifies the system."—Court Journal.

van Houten's Cocoa

Best & Goes Farthest.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

DINNEFORD'S MAGNESIA

MAGNESIA

The Physician's Cure for Gout, Rheumatic Gravel and Gravel.

Safest and most Effective Agent for Regular Use.

A LIGHT NOURISHMENT FOR GENERAL USE.



The "Allenburgs" DIET is for Adults and is quite distinct from the "Allenburgs" Foods for Infants.

ALLEN & HANBURY LTD., 37, Lombard Street, LONDON.

This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all, as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburgs" DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburgs" DIET is made in a minute by the addition of boiling water only.

SHIPPING.

ARRIVALS.

ARKONA MARU, Japanese str., 3,333, O. Kito-shir, 5th May—Saigon 29th April, Rion, Wallimo.

CHINIA, British str., 1,143, Imben, 4th May—Haiphong 2nd May, General—Butterfield & Swire.

CHINSHU, British str., 1,459, W. B. Brown, 5th May—Japan Ports 30th April, General—Butterfield & Swire.

DUNELAND, British str., 2,402, Wm. Martin, 4th May—Philadelphia U.S.A. 2nd March, Case Oil—Dodwell & Co.

GRANDY APGAR, British str., 2,961, S. H. Bell, 3rd May—Moji 29th April, General—Barnes & Co.

KATON, British str., 986, E. Finlayson, 4th May—Cebu and Iloilo 30th April, Sugar and Wood—Butterfield & Swire.

HAITAN, British str., 1,183, J. W. Evans, 5th May—Cost Port 4th May, General—Douglas, Lapraik & Co.

HISPIRO, British str., 1,275, J. Hadjon, 4th May—Shanghai 1st May, Ballast—Shewan Tomes & Co.

KIVUKU, British str., 4th May—from Canton.

MEYAGI, Chinese str., 1,307, Udall, 5th May—Singapore 29th April, Sugar—Chinese.

MONTAGIE, British str., 3,913, Shubinson, 5th May—Vancouver 6th April, General—C. P. R. Co.

NINGPO, British str., 1,227, E. Richards, 4th May—Saigon 30th April, Rice—Butterfield & Swire.

PITANULOR, German str., 1,267, D. Reimers, 4th May—Bangkok 29th April, Rice—Butterfield & Swire.

PRAGUE, German str., 857, H. Pader, 5th May—Cap Sa ho 2nd May, Salt—Chinese.

PROMETHEUS, Norwegian str., 1,024, Ole Koenigsmo, 5th May—Bangkok 4th May, Rice—Nippon Yusen Kaisha.

SHAWMUT, American str., 9,064, E. V. Roberts, 5th May—Manila 2nd May, Flour and Timber—Dodwell & Co.

WALSHING, British str., 1,170, Richard, 5th May—Bangkok 29th April, Rice—Jardine Matheson & Co.

DEPARTURES.

4th May.

Arctia, British str., for Europe.

Bombay, British str., for London.

Borneo, German str., for London.

Chingchi, British str., for Swatow.

Doric, British str., for Shanghai.

Hidachi Maru, Japanese str., for Yokohama.

Hutchinson, German str., for Swatow.

Hutchinson, British str., for Tientsin.

Johanna, German str., for Tientsin.

Prinz Waldemar, German str., for Kobe.

Frederick, British str., for Shanghai.

Shanghai, British str., for Hongkong.

Waka, British str., for Iloilo.

Yang Moo, Korean str., for Kutchindza.

Yuenang, British str., for Manila.

5th May.

Anghin, German str., for Hoibow.

Athena, British str., for Vancouver.

Easter, British str., for Moji.

Fatsung, British str., for Singapore.

John Maru, Japanese str., for Swatow.

Kasato Maru, Japanese str., for Singapore.

Ningpo, British str., for Tientsin.

Phagen, French str., for Hongkong.

SHIPPING REPORTS.

The British str. *Unitas* reports: Light variable winds and thick fog.

The British str. *Chingchi* reports: Fine weather ship to China Coast when thick fogs were encountered.

The British str. *Ningpo* reports: Light variable wind and clear weather 1 and 2 S. W. Fresh East wind and cloudy weather.

The German str. *Pitanulor* reports: Fine cloudy weather, moderate S. and S. E. winds light sea and swell to port, then Easterly wind, moderate N. E. swell to port.

VESSELS IN DOCK.

May 5th.

ABERDEEN DOCK.—*Sorsogon*, *Tjitalap*, *Y. Sontua*, *Harphong*, *Amiral Desmoulin*, *Rennant*, *Providence*, *Devonshire*, *Haitan*.

COSMOPOLITAN DOCK.—*Daphne*.

VESSELS ON THE BERTH.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

THE Steamship

"SULSANG."

Captain W. D. Webb, will be despatched for SALINA CRUZ, MEXICO, VIA RUCHINOTZU, JAPAN, on SATURDAY, the 11th inst., at 4 p.m., to be followed by the "DAPHNE" sailing about the 25th inst.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD. Hotel Mansion, Hongkong, 6th May, 1907. 758

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 18th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA" 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR," due in London on 30th June, 1907.

Parcels will be received at this office, until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th May, 1907.

NOT RESPONSIBLE FOR DEBTS

NOTICE IS HEREBY GIVEN that neither the Captain of the s.s. "TWEEDDALE" nor the undersigned are responsible for any debts contracted by her crew without proper Authority.

GILMAN & CO. 850

Hongkong, 1st May, 1907.

VESSELS ADVERTISED AS LOADING

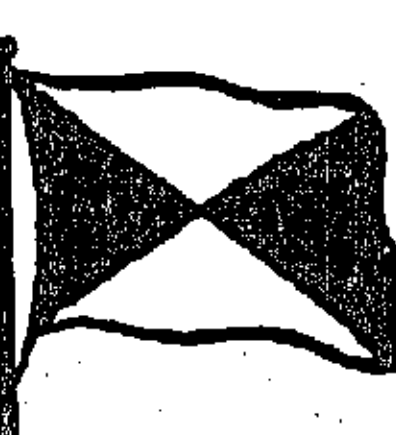
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked

"k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SALAZIE	Brit. str.	—	Ailland	P. & O. S. N. Co.	On 14th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	SOMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP	DOBOTHY	Ger. str.	k.w.	Eckhorn	MELCHERS & CO.	About 10th inst.
MARSEILLES, LONDON & ANTWERP	SENKAMBA	Ger. str.	k.w.	Eckhorn	MELCHERS & CO.	On 20th inst.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	PERONIA	Ger. str.	—	P. E. Friedrich	MELCHERS & CO.	About 15th June.
BEEMKA VIA PORTS OF CALL	PERONIA	Ger. str.	—	P. E. Friedrich	MELCHERS & CO.	On 8th inst., at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Girtenbrau	MELCHERS & CO.	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Schönfeldt	MELCHERS & CO.	On 14th June.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aut. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	On 21st inst.
NAPIES, PLYMOUTH, HAVRE & HAMBURG.	BOHENSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	About 15th inst.
DURBAN	HELIOPOLEIS	Brit. str.	—	Ketley	GIBB, LIVINGSTON & Co.	On 16th inst.
NEW YORK	ERROLL	Am. str.	—	Barrett	DODWELL & CO., LD.	About 15th June.
NEW YORK	NORMAN PRINCE	Am. str.	—	Barrett	ARNHOLD, KARBURG & Co.	On 8th inst.
NEW YORK	APALACHEE	Brit. str.	—	E. Beetham	SHAWAN, TOMES & Co.	On 9th inst., at 4 p.m.
VANCOUVER VIA SPANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	Shubinson	CANADIAN PACIFIC R. Co.	On 23rd inst., at Noon.
VANCOUVER VIA SPANGHAI JAPAN, &c.	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 8th inst.
VICCOPIA (P.C.) & TACOMA VIA JAPAN	KASATO MARU	Japan str.	—	W. B. Brown	DOUGLAS, LAPRAIK & Co.	Middle of May.
CALLAO, IQUIQUE, VIA JAPAN PORTS, &c.	SUBANG	Brit. str.	—	W. B. Brown	CHINA COMMERCIAL S.S. CO.	On 11th inst., at 4 p.m.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN.	CHINGCHI	Brit. str.	1 m.	W. von Seaden	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	Spencer Wilde	MELCHERS & CO.	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KITAI	Dan. str.	—	Pander	MELCHERS & CO.	About 20th June.
YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	—	T. Stehr	JAVA-CHINA JAPAN LINES	Quick despatch.
JAPAN	KOWLOON	Ger. str.	—	Robertson	HAMBURG-AMERIKA LINIE	To-morrow.
TSINGTAO, CHEFOO, NAGASAKI &c.	CHINKIANG	Brit. str.	1 m.	T. Suruga	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI VIA SWATOW, AMOI & FOOCOW	SHANGHAI	Brit. str.	—	W. von Seaden	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SHANGHAI & NEUCHWANG	KWANGTUNG	Brit. str.	1 m.	Spencer Wilde	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 7th inst.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 8th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	On 10th inst., at 4 p.m.
SHANGHAI	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	On 10th inst., at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
SWATOW & SHANGHAI	SWATOW	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
SWATOW, AMOI & FOOCOW	SWATOW	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
MANILA	MANILA	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
MANILA	MANILA	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
MANILA	MANILA	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
MANILA	MANILA	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
HOHLOW & HAIPHONG	HOHLOW	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
CEBU & ILOILO	CEBU	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.
BOMBAY VIA SINGAPORE & PENANG	BOMBAY	Brit. str.	—	Schönfeldt	MELCHERS & CO.	About 11th inst.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 11th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 18th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th May, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 4th March, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. GENERAL MANAGERS.

Hongkong, 6th May, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD. GENERAL MANAGERS.

Hongkong, 1st May, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

RENNANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

HOHENSTAUFEN ... 29th May

SILESIA ... 12th July

SCANDIA ... 9th August

HABSBURG ... 6th September

COAST CHEFOO SERVICE.

KOWLOON, FOR TSINGTAO, CHEFOO, NAGASAKI & VLADIVOSTOCK... 7th May

Freight and Passengers.

Freight and Passengers.

Freight and Passengers.

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Freight and Passengers.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Robertson United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to FRESHMAN GULF and BAHAMAS, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Dodero, will be despatched as above on FRIDAY, the 10th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st May, 1907.

Hongkong, 1st May, 1907.

Hongkong, 1st May, 1907.

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Hongkong, 1st May, 1907.

Hongkong,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP	SUMATRA Capt. E. W. Bruce	About 8th May	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Sumatra Capt. F. J. For	About 11th May	Freight and Passage.
SHANGHAI	OCEANA Capt. W. Hayward R.N.R.	About 16th May	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	DELHI Capt. J. D. Andrews R.N.R.	Noon, 18th May	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STRAINS	TO SAIL
SWATOW and SHANGHAI	"KIUKIANG"	On 6th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 6th May, 4 P.M.
CHINKIANG	"CHINKIANG"	On 7th May, daylight.
SHANGHAI and NEWCHANG	"KWEIYANG"	On 7th May, 4 P.M.
MANILA	"TAMING"	On 10th May, 4 P.M.
HAIHOW and HAIHONG	"CHIHLI"	On 10th May, 4 P.M.
SHANGHAI	"SHAOHSING"	On 10th May, 4 P.M.
SHANGHAI	"HANGCHOW"	On 10th May, 4 P.M.
CEBU and ILOILO	"KAIKONG"	On 11th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified steamer is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 6th May, 1907.



OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and POOCHOW	"SOSHU MARU" Capt. T. SURUGA	TUESDAY, 7th May, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th May, 1907.

T. ABIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STRAINS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wednesday, 8th May, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GNEISENAU" Capt. G. BALTE	About Wednesday, 8th May
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von SENDEN	Thursday, 23rd May, at Noon

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th April, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	Thursday, 23rd May
"MONTEAGLE"	6,163 "	Wednesday, 22nd May
"EMPERESS OF JAPAN"	6,000 "	Thursday, 23rd May
"TARTAR"	4,425 "	Wednesday, 16th June
"EMPERESS OF CHINA"	6,000 "	Thursday, 4th July
"ATHENIAN"	3,882 "	Wednesday, 17th June

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the CO'S NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers

Mid. Int. Class Railways

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at intermediate rates, offering superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	IN PORT		JAVA PORTS	Second half of June
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 30th April, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain E. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 2.30 P.M.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd May, 1907.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 2nd inst. at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.30 A.M.

All Claims must reach us before the 16th inst. or they will not be recognized.

No Fire Insurance will be effected by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 2nd May, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 9th inst. will be subject to rent.

All ship-damaged packages must be left in the Godown, and Notice of same sent to this Office before the 12th inst. or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 2nd May, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd May, 1907.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK-STALL, M. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

NOTICES TO CONSIGNEES INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 3rd May, 1907.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA S.M. NAVIGATION Co.'s fortnightly service between CALCUTTA, Batavia, and CANTON, for CANTON every fortnight.

For Freight and further particulars, apply to

DODD & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1906.

SHIPPING IN PORT.

ARRIVALS: APCAR, British str., 2931, A. Stewart, 30th April—Calcutta and Straits 13th April, General—David, Sassoon & Co., Ltd.

CAMARA, Belgian str., 2903, W. C. Steele, 30th April—Funchal, 27th April, General—Gibb, Livingston & Co.

CANTON MARU, Japanese str., 1998, S. Hirai, 2nd May—Saigon 27th April, Rice and Flour—Wallace & Co.

CHINKIANG, British str., 1229, Robertson, 22nd April—Saigon 18th April, Rice—Butterfield & Swire.

CHUN SANG, British str., 1417, E. Cox, 2nd May—Swatow 1st May, General—Jardine, Matheson & Co.

CORTIC, British str., 2744, A. Dixon, 30th April—Funchal, 2nd April, Mails and General—O. & Co.

DEWENT, British str., 1562, John Jenkins, 1st May—Saigon 27th April, Rice and General—Chinese.

DEVANHA, British str., 4785, J. D. Andrews, 2nd May—Bombay 17th April, Mails and General—P. & O. S. N. Co.

DEVANONGH, German str., 1058, T. V. Bruhn, 30th April—Bangkok 22nd April, Rice—Butterfield & Swire.

EXPRESS OF INDIA, British str., 3032, E. Beetham, 8th April—Vancouver B.C. 19th March, Flour and General—C. P. R. Co.

GERMANIA, German str., 1000, H. Flugel, 24th April—Sydney 4th April, Copra—Siemens & Co.

GLANAVON, British str., 2728, Woolfenden, 1st May—Singapore 26th April, General—Order.

HANGSANG, British str., 1450, S. Wilde, 2nd May—Shanghai and Swatow 1st May General—Jardine, Matheson & Co.

HONGKONG, German str., 3075, F. Jaeger, 30th April—Hamburg and Singapore 21st March, General—Hamburg-Amerika Linie.

HONGKONG, British str., 1350, J. M. Hay, 3rd May—Saigon 27th April, Rice and General—Jardine, Matheson & Co., Ltd.

KILGERAN, British str., 2478, T. Smith, 27th April—Antwerp 12th March, General—M. M. & Co.

KIORE MARU, Japanese str., 1495, S. Sonaka, 30th April—Saigon 1st May, Paddy & Cotton—Tokuichi & Co.

KUENTANG, British str., 1228, Wavell, 1st May—Shanghai 20th April, General—Butterfield & Swire.

KOWLOON, German str., 2435, H. Stehr, 29th April—Mororan (Japan) 21st April, Coals—Hamburg-Amerika Linie.

KWANTUNG, British str., 1043, Dawson, 30th April—Nanchang and Chaofo 25th April, General—Butterfield & Swire.

LABETTA, British str., 1240, J. Jackson, 30th April—Saigon 16th April, General—Chinese.

LOTAR, German str., 1237, Natsine, 2nd May—Bangkok 24th April, Rice—Sander, Weller & Co.

MARTINUS, German str., 831, N. Soehnemann, 3rd May—Haiphong via Hoihow 2nd May, General—Jardine & Co.

MUNSTER, American str., 13328, Charles Austin, 1st May—Seattle 1st April, Mails and General—Nippon Yusen Kaisha.

NAMSANG, British str., 2591, P. H. Rolfe, 3rd May—Calcutta, Penang and Singapore, 28th April, General—Jardine Matheson & Co.

NORDBMAN, British yacht, 169, A. S. Gibb, B.N.R. 24th April—Kobe 18th April.

OMGRO MARU, Japanese str., 1779, A. Komatsu, 2nd April—Saigon undelivered, Rice—Wallace & Co.

PROVIDENCE, Norwegian str., 683, C. Corneliussen, 28th April—Haiphong and Hoihow 25th April, General—A. R. Marty.

SAMSEY, German str., 993, F. Schmitz, 29th April—Bangkok 1st April, Rice & Wood—Butterfield & Swire.

SOSHU MARU, Japanese str., 1508, T. Suruga, 3rd May—Swatow 2nd May, General—Osaka Shosen Kaisha.

SUISEI, British str., 1769, W. E. Saver, 27th April—Saigon 23rd April, Rice—Order.

TAKING, British str., 1355, A. W. O'neil, 3rd May—Manila 30th April, General—Butterfield & Swire.

TATSU MARU, Japanese str., 1943, H. Serramine, 3rd May—Kobe 25th April, General and Coal—Chinese.

TEIKO MARU, Japanese str., 3501, N. Kikawashi, 2nd April—Moji 20th April, Coal—Osaka Shosen Kaisha.

TWEEDSDALE, British str., 1438, W. Haslerford, 27th April—Fremantle Island 23rd Feb., Dundaswood—Gibson & Co.

ULV, Norwegian str., 885, J. Eldersen, 3rd May—Manila 29th April, Ballast—Arnhold, Karberg & Co.

YUKOBA, British str., 2464, T. C. N. Thompson, B.N.R. 27th April—Xuzi Island 17th April, Phosphated—Bradley & Co.

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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On Sale at the Hongkong Daily Press Office, Hongkong, 28th January, 1907.

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